

Just as the TSP contained an integrated set of comprehensive strategies for long-term transportation investments in Seattle, the Blue Ribbon Commission on Transportation's final report at the end of 2000 represented a historic effort by a diverse group of business, labor, public, and private representatives to craft a long-term state transportation strategy. Unfortunately, the 2001 Legislature was unable to reach agreement on a comprehensive transportation package.

Despite the peaks and valleys on those broader issues, a great deal was accomplished in transportation in 2001. By continuing to make strategic transportation investments, the City will be better able to preserve and maintain the transportation infrastructure, improve safety, and enhance mobility by providing more transportation choices.

Infrastructure Improvements

Operating and maintaining Seattle's existing \$7.6 billion transportation infrastructure is addressed in the *Transportation Strategic Plan* as the City's highest transportation priority. This infrastructure will continue to serve as the foundation for future improvements and growth. Major maintenance of the existing system, construction of new facilities, and the implementation of more transportation choices are all critical to a healthy, efficient transportation system. [TSP Priorities Chapter]

Seattle's existing system includes:

- 4,230 lane miles of streets
- 142 bridges
- 975 signalized intersections
- 2,000 miles of sidewalks and walkways
- 450 stairways
- 134 miles of bike trails, routes and lanes
- 1.6 million lane markers
- 30,000 City-maintained street trees
- 586 retaining walls and 5 seawalls
- 8,750 parking meters
- 4,700 crosswalks
- 750 traffic circles
- 120,000 signs

Every year, the City of Seattle invests tens of millions of dollars in projects intended to keep the city's transportation backbone functioning efficiently. In 2001, these projects included emergency earthquake repairs, upgrading and installing new traffic management devices, and repaving and reconstructing miles of City streets.

In 2001, SeaTran's Capital Improvement Program (CIP) was reviewed by the Dye Management Group to look for opportunities to improve project development and delivery. Overall, the study found that the department's program goals and priorities across different categories are clear and policy-driven. However, the study also made a number of recommendations, including the need for greater transparency in the prioritization of mobility projects, filling gaps between the planning process and the CIP prioritization process, and devoting additional time and resources to project scoping and cost estimation. SeaTran has already begun implementing a number of strategies as a result of the study and will continue to look for ways to integrate recommendations into future business practices.



Crews pave a portion of the 56 lane miles completed in 2001.